

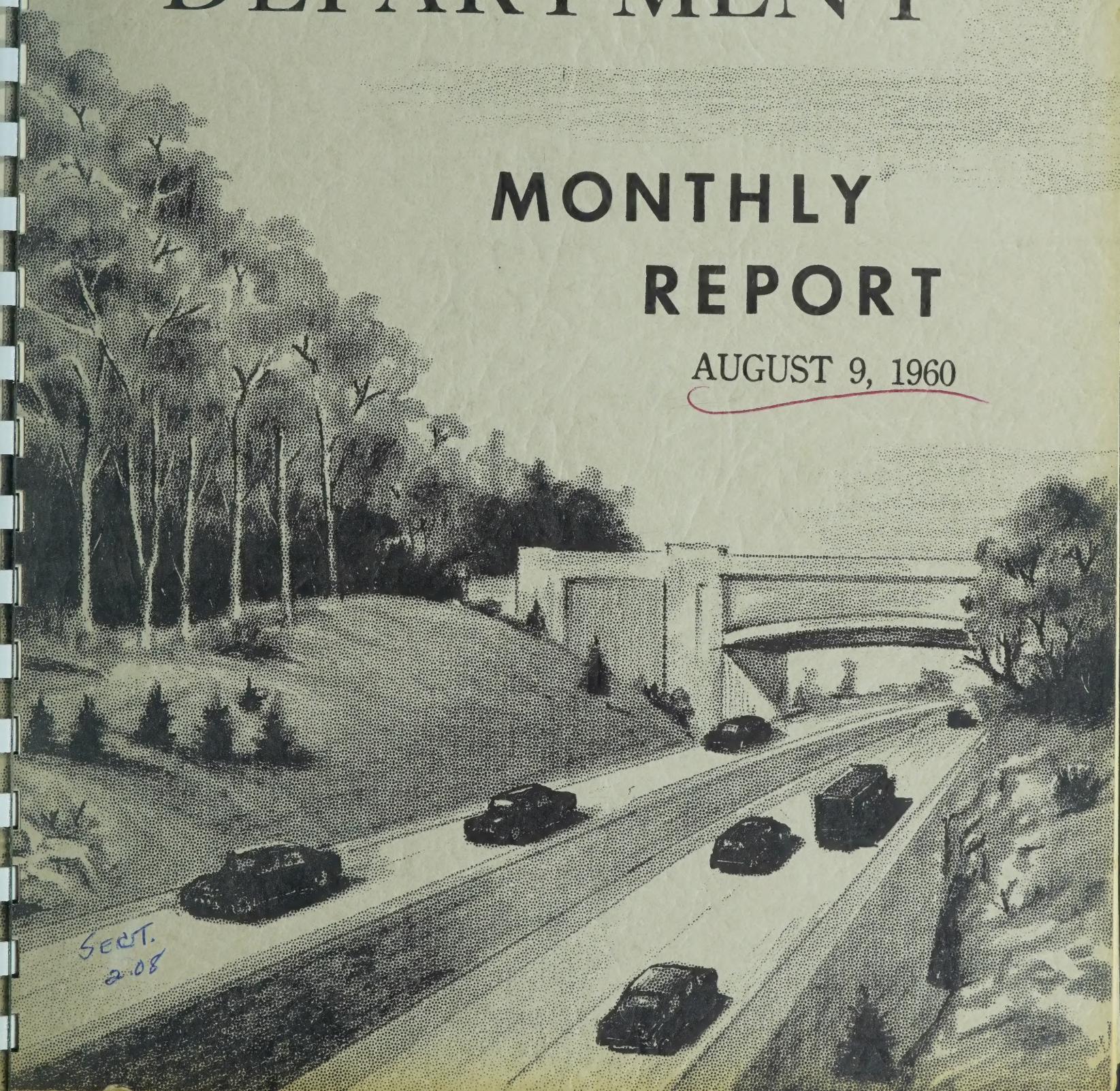
John W. Mohr

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

AUGUST 9, 1960

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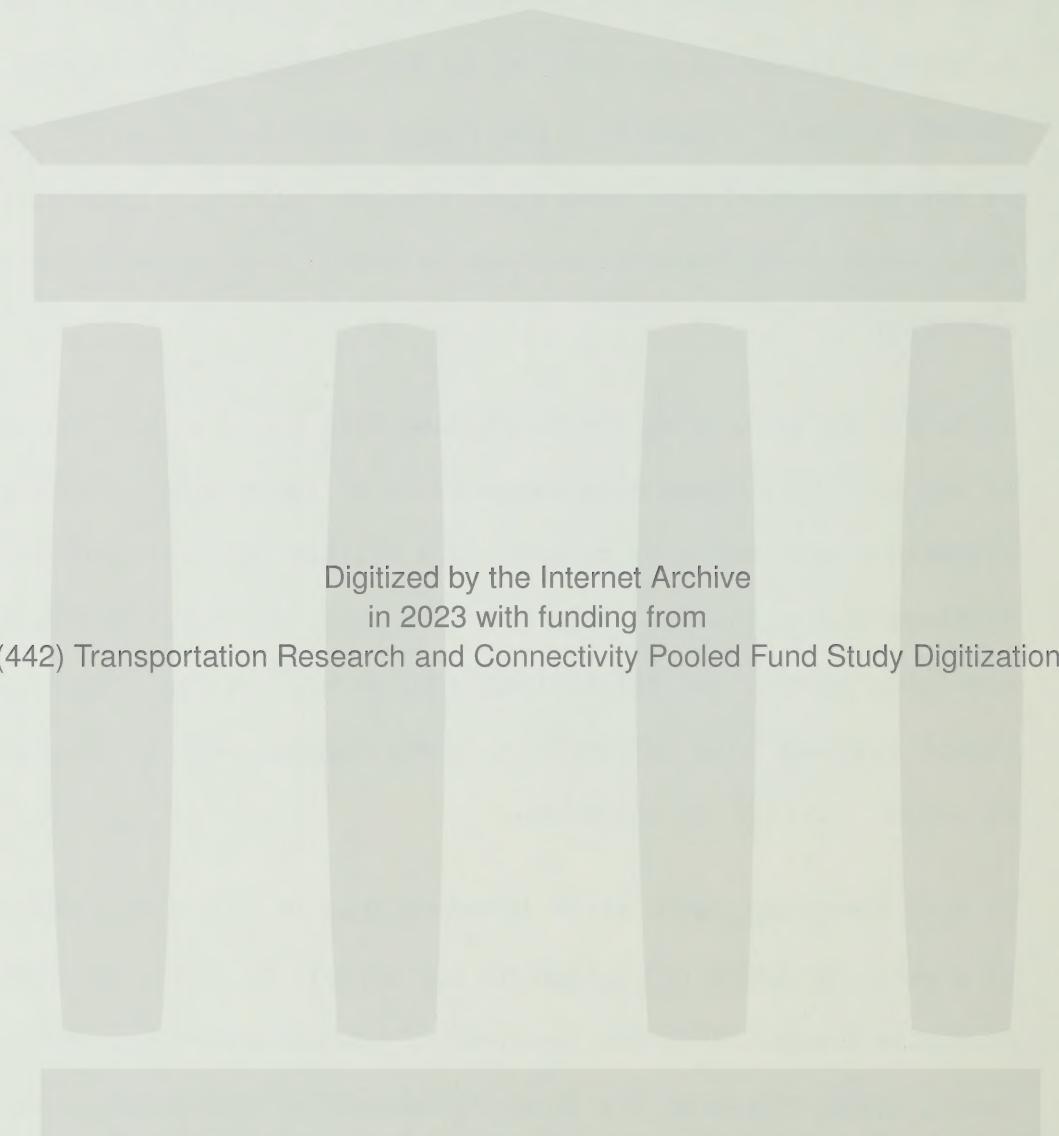


READERS DIGEST ARTICLE

The July issue of the Readers Digest contained an article entitled "Our Great Big Highway Bungle" that drew considerable public notice to alleged faults in prosecution of the Interstate and Defense Highway program nationally. New Jersey was cited in the article as having expended more than eight million dollars in payment to engineering consultants in connection with its interstate route planning.

Although the Department had no dispute with the figures, the lack of any indication that this expenditure of funds would result in ultimate construction of probably 500 million dollars worth of highways that otherwise could not have been engineered within the same time period, and its inclusion in an article that dealt almost entirely with malpractice, poor judgment and misdeeds made it appear "shady" by inference.

It was, therefore, with great interest that we noted the issuance of a point by point refutation of the article by the U. S. Bureau of Public Roads. With the approval of the Bureau we reproduced nearly 2,000 copies of the Bureau's refutation and distributed them as widely as possible. Basically our distribution was to the editors of all New Jersey daily and weekly newspapers, state legislators, prominent business officials, and others interested in the highway program. A copy of the material distributed is enclosed in this report.



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SUN OIL ARTICLE

To attempt to set the record straight in an instance similar to the Readers Digest article, the Department this month answered what we considered to be a very unfair and factually unsound magazine piece that appeared in the winter issue of the official publication of the Sun Oil Company.

In this particular instance the writer, a Mr. Judson Laird, apparently enlisted the services of Mr. Henry Such Smith whom you will recall as the proponent of the "Liberty Bridge" and who fancies himself as an expert in transportation. As a result, a goodly portion of the article dealt with the long discounted proposition of revitalizing Route U.S. 22 in place of the construction of Interstate Route 78 between the Holland Tunnel and Phillipsburg. A copy of the letter that was sent to Mr. Laird as well as officials of the Sun Oil Company, the press, New Jersey's Congressional Delegation and the entire Senate and House Public Works Committees is included in this report. Thus far we have had no response from Mr. Laird.

TROY VILLAGE

As the result of several meetings with officials of Springfield, (Union County) and a new garden apartment development called Troy Village that will be partially affected by future Interstate Route 78, we have concluded acquisition negotiations that appear satisfactory to all concerned.

TROY VILLAGE, Cont'd.

Because public knowledge of Interstate Route 78 location pre-dated the construction starting date for the Troy Villiage section that we have now acquired, there appear to be reasonable grounds to presume its accelerated progress may have had some basis in the local effort to place read-blocks in the path of Interstate Route 78.

As soon as our plans for this area had been pinpointed in relation to Troy Villiage the Department outlined its exact requirements to the owners. In order that the owners be legally protected from suits by material suppliers it was requested that we apply for a court order calling for a stop in further building construction within the area we would occupy with Route 78.

Following this order we entered into final negotiations with the owners. Any move to revise our alignment in order to skirt the development would have greatly increased both right of way acquisition and construction costs. This would be by reason of our having to extend the proposed nearby Route 24 and 78 interchange and would have placed the alignment directly through an operating rock quarry where the cost of acquisition could have been astronomical.

In our final agreement with the Troy Villiage owners, monetary settlement has been set at \$637,500. In the transaction we will receive a considerable inventory of fixtures as well as the real estate.

ESSEX EAST-WEST FREEWAY

The State Highway Commissioner and members of his staff met at a luncheon meeting in the Downtown Club, Newark, on July 21 with top officials and businessmen of the Newark area for full discussion of latest developments concerning the 7.4 mile long section of Interstate Route 280 through West Orange, Orange, East Orange and Newark.

At the meeting the Commissioner disclosed that the Department had submitted recommendations to the Federal Bureau of Public Roads that called for what has been publicly termed a "depressed" facility, but that the federal officials felt only the least costly method of construction (as an elevated roadway) could be substantiated, unless the affected municipalities wished to pay the cost differential. As the elevated construction would run about \$62.1 million and the depressed \$75.3 million, this would mean approximately \$13.2 million would have to be furnished by the four municipalities.

The immediate reaction of those attending the session was an enthusiastic commendation of the Department's recommendations to the Federal Bureau and a unanimous feeling that considerable progress had been made towards making the Freeway a reality. Subsequent actions have taken a turn, however, and are now pointed almost completely in the direction of eliminating any local cost participation and placing it with just about any and every state, federal and inter-

ESSEX EAST-WEST FREEWAY, contd.

state agency that could be construed as having any connection with the improvement.

In an effort to resolve the present dilemma, our engineers are conducting a thorough review of their studies involved in estimating the cost of a depressed route with an eye to cutting every possible corner towards reducing the \$13 million cost differential. If we can accomplish anything appreciable along this line, we feel reasonably sure that some financial compromise can be worked out.

Those attending the July 21 meeting included:

Honorable Donal C. Fox
Honorable Leo P. Carlin, Mayor of Newark
Honorable Mayor Rinaldi, Acting Mayor of Newark
Honorable James J. Sheeran, Mayor of West Orange
Honorable Russell A. Riley, Mayor of Orange
Honorable James W. Kelly, Jr., Mayor of East Orange
Richard B. Scudder, Publisher, Newark Evening News
Mort Pye, Asso. Editor, Newark Star Ledger (representing
Mr. Hochstein)
Herbert Harper, Vice President, Public Service Electric &
Gas Co. (representing Mr. Donald C. Luce)
Robert R. Ferguson, Vice President, National State Bank
of Newark (representing Mr. W. Paul Stillman)
Charles Eaton, Vice President, Fidelity Union Trust Co.
C. Malcolm Davis, President, Fidelity Union Trust Co.
John J. Magovern, Vice President & Counsel, Mutual
Benefit Life (also representing Mr. H. Bruce Palmer
and Mr. M. Vieser)
Valentine Howell, Vice-President, Prudential Insurance Co.
(representing Mr. Shanks)
Robert G. Cowan, President, National Newark & Essex
Banking Co.
S. Westcott Toole, President, Newark Assn. of Commerce
and Industry
Frederick Groel, Vice President, Newark Economic Commission
Frank McCormick, Essex County Engineer

ROUTE 17

The full ramp system of our new half-million dollar Route 17-Century Road overpass in Paramus, Bergen County, was opened to traffic on August 6. Our contractor on the project is now in the process of closing eight openings in the Route 17 center island immediately adjacent to the overpass.

A major portion of the facility was opened to traffic on July 1. It is part of our overall program for modernization of Route 17 that within the past five years has resulted in the expenditure of more than \$6 million on the route.

We will receive bids on the 31st of this month on a contract for closing more than 30 Route 17 center island openings within Saddle River, Allendale and Upper Saddle River.

ROUTE 78 HEARING

The Department's public hearing on alignment of Interstate Route 78 through Union, Hillside, Maplewood, Irvington and Newark was held at the Mosque Theatre in Newark on July 15. About 300 persons attended the session, at which our engineers presented three alignment studies under consideration for the 7.5 mile stretch between the Springfield-Union line and the N. J. Turnpike at Newark Airport.

Details concerning the alignment proposals and plans for the route through this area were presented in last month's report to the Governor.

ROUTE 78 HEARING, contd.

Spokesmen for the various municipalities at the hearing followed parallel courses, with each town placing itself in objection to any alignment adversely affecting their ratables and favoring the route's location in their neighbor's back yard. All, however, appeared in accord with the need for the facility.

The hearing brought forth an editorial comment in the Newark News three days later that well summed up the hearing and set forth the course enlightened municipalities can take in the following words:

"Essex and Union municipalities through which the new Route 78 will pass object to proposed alignments on familiar grounds. Loss of ratables would cause a higher tax rate, they complain; public services would be disrupted and strained, dislocation of industry would destroy jobs and displaced families would suffer hardship.

"As always, everybody agrees the new expressway is needed, if only the State Highway Department would build it somewhere else. Undoubtedly each municipality would, initially, lose ratables. But a modern highway cannot be built through congested urban areas otherwise.

"What is generally overlooked is that, if there is adequate planning, such as Newark is doing, a new highway eventually creates more ratables than it destroys.

ROUTE 78 HEARING, cont'd

"Proof of this may be found all along the Garden State Parkway. On the other hand, congestion unrelieved by new highways destroys even more ratables and does it with no hope of their replacement.

"Counties and municipalities have a right to expect that in laying out routes the state will give full consideration to reasonable alternatives. But if it attempted to meet everybody's wishes no highways would ever be built.

At the present date transcripts of the lengthy hearing are being prepared. Upon their completion the Department will forward them, along with our alignment recommendations, to the Federal Bureau of Public Roads and press for an early concurrence.

TRANSIT HEARINGS

During the week of August 15 our Railroad Transportation Division will hold a series of public hearings on our proposals for passenger service contracts with the various railroads. There will be one hearing each day, and each will start at 2:30 p.m.

Meetings have been held with the leaders of commuter organizations and railroad officials in order to iron out major differences and thus permit the hearings themselves to be devoted mainly to the public presentation of plans and minimize the possibility of their becoming a forum for public argument.

On August 15 the hearing, at the Westfield City Hall, will center on proposals concerned with the Central Railroad of New Jersey and the Reading and Lehigh Valley Railroads.

TRANSIT HEARINGS, contd.

Matters pertaining to contracts with the Delaware, Lackawanna and Western Railroad will be presented on Tuesday, August 16, in the Summit City Hall.

A combined hearing for the Erie Railroad, New York, Susquehanna and Western Railroad, and the New Jersey & New York Railroad, will be held August 17 in the Bergen County Court House, Hackensack.

On August 18 we will utilize the New Brunswick City Hall for a hearing on our proposals re the Pennsylvania Railroad.

The final hearing, on August 19, will deal with the Pennsylvania-Reading Seashore Lines and will be held in the Camden County Court House, Camden.

NEWARK AREA STUDY

Our transportation study of the Newark area, underway since early June, turned in mid-July to gathering facts and figures on bus travel within and through the city. Thus far the survey had been devoted to collecting data on the volumes and classifications of vehicles entering and leaving Newark and the origin, destination and trip purpose of trucks and cars.

That phase, now in the analysis stage, involved more than 16,300 roadside interviews conducted at 42 locations that formed a cordon around Newark.

NEWARK AREA STUDY, contd.

The facts on bus travel will be gathered by culling the records of bus companies, reviewing information obtained in other phases of the survey, and by the wide distribution of postpaid postal cards to be filled out by bus riders.

Distribution of the cars will be accomplished by handing them to passengers as they board busses. About 15 Highway Department representatives are concentrating on four bus routes each day for a one month period. Cards that are filled out en-route will be collected by survey team members and the balance are to be mailed in.

The overall survey, aimed at getting the complete picture of the city's existing transportation habits and needs, will take another six months to complete.

FIRST AID COURSE

Over the next several weeks the Department's safety bureau, working with representatives of the Department of Defense, will conduct first aid classes for our maintenance foremen, assistant foremen and truck drivers. These pilot courses will be delivered at various armories throughout the state.

FIRST AID COURSE, contd.

The overall plan is to have all maintenance personnel working in the field trained in first aid. It is believed this will tend to reduce injuries on the job and increase general interest in the field of safe practices.

In the near future we will apply the same plan to other bureaus within our Department. From the pilot courses it is hoped that we may develop several instructors who will assist in the future training of all our personnel.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

July 13 - Visited by Springfield officials and Troy Village Counsel re our acquisition for Interstate 78 in their vicinity.

July 14 - Meeting with Public Service Transport officials concerning intrastate and interstate bus routes that might be considered in competition with rail service.

July 15 - With members of our staff met with turnpike officials at Exit 14A of the turnpike for review of problems concerned with full connection of the turnpike with the Bayonne East Side industrial highway now under construction by the Department.

July 19 - Visited by members of the New Jersey Roadside Council, an adjunct of the Garden Club, for discussion of the various types of signs along highways and possible legislation regarding them.

Attended evening dinner and meeting with a commuter group of the Central Railroad (including the president of the Central Railroad and his associates) to review schedules and rates prior to public hearing on the subject.

MEETINGS, continued

July 20 - Field trip with Senator Farley of Atlantic County for review of drainage problems, bridge projects, and new developments in the Atlantic City and surrounding area.

July 21 - Luncheon meeting in Newark Downtown Club re Essex East-West Freeway. (see report)

July 22 - Met with our consulting engineers involved in the planning of Interstate Routes 78 and 80.

July 25--

Aug. 8 - Annual vacation.

Aug. 8 - Discussions with Bureau of Public Roads officials, New Jersey's U.S. Senators, State Senator Harper and others re proposed Route 95 construction in the Overpeck Creek area. This is the project that has been cited in the press as re-advertised for bids.

Aug. 9 - Visited by several senators for straightening out details of work they wish undertaken. Also reviewed with consultants and staff members certain revisions of plans which may be feasible in the instance of the Essex East-West Freeway.

CONTRACTS AWARDED

July 13 - Main Street, Manville Widening <u>C. H. WINANS CO., Roselle</u>	\$ 75,780.71
July 20 - E. Landis Avenue, Vineland Widening and Resurfacing <u>RUDOLF MECKEL & SON, Vineland</u>	78,409.58
July 20 - Int. Route 95 Removal of unsuitable material Teaneck and Ridgefield Park <u>AMERICAN DREDGING CO., Philadelphia</u>	837,000.62
July 28 - Route 440 Pavement Widening, Resurfacing and Shoulder Reconstruction Jersey City, Hudson County. <u>N.J. ASPHALT & PAVING CO., Jersey City</u>	299,989.49
July 29 - Phillipsburg-Belvidere Road Construction Harmony and White Townships Warren County. <u>P. MICHELOTTI & SONS, Saddle Brook</u>	208,060.70
Aug. 3 - Int. Routes 78 and 80 Delineators Warren and Hunterdon Counties Morris County. <u>WHITMYER BROS., Hammonton</u>	7,894.15
Aug. 4 - Route 23 Resurfacing Verona and Cedar Grove Twp., Essex County Wayne and Little Falls Twp., Passaic County <u>UNION BLDG. & CONSTN. CORP., Passaic</u>	295,445.69
<u>Total Contracts Awarded</u>	\$ 1,802,581.14

BIDS RECEIVED

July 13 - Mt. Holly-Burlington Road Widening Front Street, Mt. Holly, and Fountain Avenue, Springside, Burlington County. <u>SO. JERSEY CONSTRUCTION CO., Riverside</u>	\$ 537,999.25
July 21 - Int. Routes 78 and 80 Delineators Warren and Hunterdon Counties Morris County <u>WHITMYER BROS., Hammonton</u>	7,894.15
July 21 - Int. Route 80 Grading, Paving and Bridges Denville, Morris County <u>FRANKLIN CONTRACTING CO., Little Falls</u>	1,578,834.20
July 21 - Route 440 Widening, Resurfacing and Shoulder Reconstrn. Jersey City, Hudson County. <u>N.J. ASPHALT & PAVING CO., Jersey City</u>	299,989.49
July 21 - Phillipsburg-Belvidere Road Construction Harmony and White Townships Warren County. <u>P. MICHELOTTI & SONS, Saddle Brook</u>	208,060.70
July 28 - Route 23 Resurfacing Verona and Cedar Grove Twp., Essex County Wayne and Little Falls Twp., Passaic County. <u>UNION BLDG. & CONSTN. CORP., Passaic</u>	295,445.69
Aug. 4 - Route U.S. 202 Planting Hunterdon and Somerset Counties <u>RIVERSIDE LANDSCAPE CORPORATION, Teaneck</u>	14,841.30
Aug. 4 - Route U.S. 40 Dualization and Bridge from County Road 540 to Route 48 Upper Penns Neck Township, Salem County. <u>S. J. GROVES & SONS CO., Woodbridge</u>	1,196,066.62
<u>Total Bids Received</u>	\$ 4,139,131.40

BIDS TO BE RECEIVED

August 11 - Route U.S. 322 Widening
Eighth Street to Weymouth Road
Folsom and Hamilton Township
Atlantic County.

August 25 - Underground structures for Traffic Signal
Systems (1960-61) Contract No. 1
At various intersections on New Jersey highways.

August 31 - Route 17
Resurfacing, Center Island Closing and
Channelization
Bergen County.

August 31 - Route 95
Sand Drains and Incidental Work
Teaneck Creek to Northern Railroad of N.J.
Teaneck Township, Englewood, Leonia
Bergen County.



State of New Jersey
STATE HIGHWAY DEPARTMENT
DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

August 5, 1960

Mr. Judson Laird
"Our Sun"
Sun Oil Company
1608 Walnut Street
Philadelphia 3, Penna.

Dear Sir:

We have carefully analyzed your article entitled "Are They Wasting Your Gasoline Taxes?" and wish to register our concern that a corporation of the standing of Sun Oil could lend its prestige to such an unfair presentation, as we see it.

In your article you have quoted as your authority people who in our opinion are not qualified by training or experience to evaluate the complexities inherent to the engineering of such projects. You would hardly expect us to print a similar dissertation re: petroleum products, quoting authorities equivalent to those you qualify as your experts in the aforementioned article.

Is it not customary for responsible organizations to check their ideas with those who should know the facts and to contact the parties at interest prior to "shooting from the hip"?

Referring to New Jersey you have shown a picture of Route 22 easterly of Lebanon. This section of road carries a daily traffic of no less than 19,800 vehicles per day between Somerville and Clinton Point. Attached is an appendix containing pictures taken at various noted hours of the day at the same location as well as other sections of this highway. New Jersey plans the construction of the new route in the Lebanon area at the latter stages of the program, which will be at least ten to fifteen years hence, since we believe this section of Route 22 to be adequate for the intervening period. No New Jersey engineer stated that this section of road "is so choked that it could not carry the load". If any reference was so made it applied to the area between Somerville and Newark where such a statement is applicable.

The revitalization of Route 22 referred to (by local talent) in your article would not fit Interstate Standards of limited access or provide capacity for 1975 traffic.

We made a thorough study of Route 22 conversion based on Standards approved by Congress, Department of Commerce and the American Association of State Highway Officials and the result proved a conversion would be more costly than a relocation on new alignment. This study did not include the inconvenience of maintaining the excessive traffic volumes during construction. It is interesting to note that your informant did not supply you with a photograph of Route 22 at any point east of Somerville, where the daily traffic volumes range from 31,800 vehicles at Somerville to 46,500 at Mountainside and 62,800 per day at Hillside on a roadway which for most part is four lanes. Ride it any morning or late afternoon and see for yourself.

We do agree with the latter part of the remark attributed to Senator Crane, if he made it, that highway construction is in some cases a property owner's nightmare. However, when better than 41% of the highway system lies in urban areas and considering that we are the second most densely populated state, that 200,000,000 vehicles cross New Jersey's boundaries in a year, and that 30% of the Nation's population is located within 250 miles of the population center of this State, it would be most difficult to provide for this traffic without affecting property owners.

Route 78 does not take one dwelling in Summit contrary to your statement. So perhaps it might be assumed that Summit's resolution was an endorsement of Senator Crane rather than the result of ratable destruction.

Many members of our staff with engineering and planning degrees have spent their working lives in the study of highway design and economics, yet are hesitant to refer to themselves as experts. We believe such reference should be made only after careful scrutiny of training, background and qualifications.

Your article generally stresses the use of pavement surfaces. Have you checked with the Bituminous Concrete Association and the Portland Cement Association to determine what type surface New Jersey uses and how that decision is reached? This State is using more bituminous pavement than ever before and has had its share of failures. We have always wholeheartedly supported the Rutgers Seminars on bituminous pavement. Your industry has done very little to develop the facts about bituminous pavement and make for better highways and our Commissioner stressed this fact to the Bituminous Association several years ago. Check up on this. This research you have left to the individual states. Perhaps the LaSalle, Illinois, experience will inspire more interest in this direction.

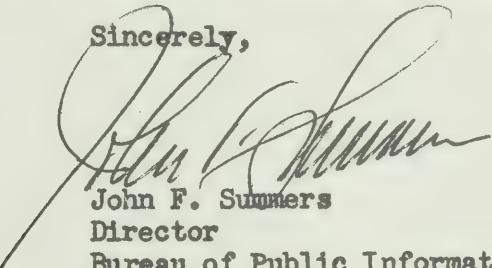
Mr. Judson Laird
"Our Sun"

Frankly we believe a company such as Sun Oil is capable of a more constructive approach than has been demonstrated in your widely publicized article. If the object was to sell more of your company's products I would like to better understand your approach. On the other hand if its facts you wish to get before your readers may I respectfully suggest that up to date you have deviated from that course. With a program of this size it is difficult to please everyone and the demands are great and many.

Your reference to a mid-western state, that uncovered its own operations, is not indicative of the entire highway project. However, such irregularities as may exist should come to light quickly.

We are enclosing an article from the Newark Sunday News of July 3, 1960 called "Route 22 Dodgem". In addition to the Lebanon photos we are enclosing one from the Scotch Plains area and three from the Hillside area.

We also plan to send copies of this reply to Senator Muskie and Congressman Blatnick so they at least may be apprised of the facts.

Sincerely,

John F. Summers
Director
Bureau of Public Information

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



The following pages comprise an appendix containing exhibits mentioned in the Department's letter to Mr. Judson Laird, author of an article entitled "Are They Wasting Your Gasoline Taxes?" that was published in the Winter issue of "Our Sun" magazine, a publication of the Sun Oil Company.

The purpose of these exhibits is to show traffic conditions as they actually exist on Route U.S. 22 in contrast to the presentation made in the article.

Rt. 22 Dodgem

Daily Game From Newark to West

By ROBERT W. KIRSCHBAUM

One of America's great games—beat the traffic—is played daily in Rt. 22 between Newark and the suburbs to the west.

The players are the thousands of homeward bound motorists. The objectives: Get home as fast as possible without getting killed or maimed. The rules: Don't break the law... or don't get caught breaking the law.

The acknowledged starting point is on traffic-choked McCarter Hwy., where the wise motorist plans his attack while edging to the foot of South Broad St.

From there on it is every driver for himself and, while all Rt. 22 veterans may not see bumper to bumper as to how the run should best be made, most agree on the following procedure:

APPROACHING the ramp, aim toward the outside lane of McCarter Hwy., zoom onto either open lane of the viaduct. If traffic is particularly heavy, work toward the outside lane and bypass the entrance to Rt. 22—duck under the New York-bound overpass and make a sharp right turn, pulling onto

the target highway from the left-hand lane.

Usually there are only a few cars waiting there and the somewhat daring motorist can squeeze into the fast lane where cars creep along just a fraction faster than in the slow lane. Sometimes they go slower.

Preliminaries over, the driver is caught up in Rt. 22 traffic. In effect it means that two cars are pushing along in highway space designed to accommodate but one. Traffic counts, according to state highway officials, show that Rt. 22 is traveled by twice the number of vehicles it was originally scheduled to carry.

The outside lane, barring any breakdown, is recommended through Newark to about 200 yards east of the Liberty Ave. overpass in Hillside where the

serpentine roadway narrows from three to two lanes. There one must work his way into the right-hand lane.

REASONS FOR this maneuver have not been clearly determined but experience dictates the right lane. "Motorists from the two inside lanes naturally push into the outside lane—think smart, stay on the right," one driver reports. "Westbound traffic coming from the parkway in Union begins to take effect here—get out of the lane," another expert says.

From here the driver who doesn't care about another crease in a fender, picks the openings in the two outside lanes, in the fashion of an open field runner.

The lucky driver heading for Union turns off the highway just

below the parkway. Others have circuitous back routes through Hillside that lead them off the highway sooner. The unfortunate motorist going farther must continue past the shopping centers, car hops and factories that line both sides of the road in Union and decorate the once grass-covered medial strip.

THOSE WHO must stay on Rt. 22 beyond the Kenilworth-Springfield area blame traffic lights in Union and at Mountainside for ensuing delays. "Once past the light it's not so bad," one veteran driver said.

To judge just how bad Rt. 22 can be one must get caught up in a stand-still traffic jam. Such an experience can chase even the most mild tempered motorist from the road in a rage.

After one such monumental stoppage the Highway Depart-

ment was forced to cut openings in the center isle barriers and open sections of the fencing around Weequahic Park to allow police and emergency equipment access to the highway during tieups.

SEEKING A temporary relief to the problem, the department has scheduled a widening program for the Liberty Ave. overpass area. While this is going on—work is to start this year—the motoring word to the wise is "don't use Rt. 22."

Looking far into the future the optimist foresees a brand new Rt. 22—part of the Interstate Defense Highway system as FAI 78. But unless one drives in Clinton, where the only physical signs of the new highway can be seen, there is little hope for immediate highway help.

THE FOLLOWING FOUR PHOTOGRAPHS WERE TAKEN DURING THE PAST YEAR WITHIN THE AREA DESCRIBED ABOVE.

RTE. U.S.22 HILLSIDE



RTE. U.S. 22 HILLSIDE



RTE. U.S.22 HILLSIDE



RTE. U.S.22 NO. PLAINFIELD-SCOTCH PLAINS



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



Following are a series of photographs taken on July 22, 1960, by the Department's official photographer at regular intervals during the day. The photographer was instructed to disregard traffic conditions and take his photographs on a rigid time schedule: one photograph on the half-hour in the morning and late afternoon, and one photograph on the hour during the day.

All photographs were taken at the same location as the Route 22 photograph used to illustrate the "Our Sun" article, and are labeled as to time and date. It is interesting to note that in none of the 23 photos of the series is the number of cars recorded by the camera as few as shown in the "Our Sun" article illustration.

RTE. U.S 22 - LEBANON

7-22-60 6:30 A.M.



RTE. U.S.22-LEBANON

7-22-60 7:00A.M.



RTE. U.S. 22 - LEBANON

7-22-60 7:30A.M.



RTE. U.S. 22-LEBANON
7-22-60 8:00 A.M.



RTE. U.S. 22- LEBANON

7-22-60 8:30 A.M.



RTE. U.S. 22 - LEBANON

7-22-60 9:00A.M.



RTE. U.S. 22 - LEBANON

7:22-60 10:00 A.M.



RTE. U.S. 22 - LEBANON

7-22-60 11:00 A.M.



RTE. U.S.22 - LEBANON

7-22-60 12 NOON



RTE. U.S. 22 - LEBANON

7-22-60 11:00 P.M.



RTE. U.S. 22 - LEBANON

7-22-60 2:00 P.M.



RTE. U.S. 22 - LEBANON

7-22-60 3:00 P.M.



RTE. U.S. 22 - LEBANON

7-22-60 4:00 P.M.



RTE. U.S. 22 - LEBANON

7-22-60 4:30 P.M.



RTE.U.S. 22 LEBANON

7-22-60 5:00 P.M.



RTE. U.S. 22 LEBANON

7-22-60 5:30 P.M.



RTE. U.S. 22 LEBANON

7-22-60 6:00 P.M.



RTE. U.S. 22 - LEBANON

7-22-60 6:30 P.M.



RTE. U.S. 22 LEBANON
7-22-60 7:00 P.M.



RTE. U.S. 22 LEBANON
7-22-60 7:30 P.M.



RTE. U.S. 22 LEBANON

7-22-60 8:00 P.M.



RTE. U.S. 22 LEBANON

7-22-60 8:30 P.M.



RTE. U.S. 22 LEBANON

7-22-60 8:40 P.M.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



The Reader's Digest for July contained an article, entitled "Our Great Big Highway Bungle", that criticizes the 41,000 mile Interstate and Defense Highway Program, which the Federal Government is building in cooperation with the States.

An analysis of the charges made in this article has been presented by the U. S. Bureau of Public Roads, together with the actual facts in each case, for the purpose of correcting errors and providing pertinent facts omitted in the magazine article.

This analysis has been reproduced by the New Jersey State Highway Department for the purpose of providing the complete picture to the citizens of New Jersey.

Because reference was made in the original article to New Jersey's use of consulting engineers in the preparation of highway plans, your attention is particularly directed to pages 11 and 12 of the analysis.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

U. S. DEPARTMENT OF COMMERCE
Bureau of Public Roads

ANALYSIS
by
U. S. BUREAU OF PUBLIC ROADS
of
JULY READER'S DIGEST ARTICLE
on
INTERSTATE HIGHWAY PROGRAM

The Reader's Digest for July contains an article by Karl Detzer, entitled "Our Great Big Highway Bungle," that criticizes the 41,000 mile Interstate and Defense Highway Program, which the Federal government is building in cooperation with the States.

The following analysis of various charges is presented, together with the actual facts in each case, for the purpose of correcting errors and providing pertinent facts omitted in the magazine article.

Page 45-46: "While the entire (Interstate) network was originally scheduled to cost 27 billion dollars, the Bureau of Public Roads had to admit within two years that "unexpected additional costs" had already arisen. The official figure was quietly raised to just under 40 billion dollars. Yet today even this figure is entirely misleading. For one thing, it ignores the proposed five billion dollar reimbursement to the States for their previously built toll roads and turnpikes that have been incorporated into the system. For another, it does not recognize a little matter of a billion and a half dollars as the cost of relocating public utilities and railroads that lie in the path of the new roads."

Facts: The "original" estimate referred to by the author was for \$27.5 billion, including \$25 billion Federal and \$2.5 billion of State funds. It was made by the State highway departments in 1954 as part of an over-all highway needs estimate pursuant to a directive of the Congress. Only six weeks time was available for the preparation of the estimate.

The estimate submitted to the Congress in 1958 was made during 1957. It was far more precise, thorough and, in fact, the first real estimate of the cost of completing the Interstate System. It required a million man-hours to produce.

The official figure was not "quietly raised." It was duly reported to Congress in January 1958. It was the subject of extensive testimony before the appropriate Congressional committees. It was reported by the newspapers and wire services. The reasons for the increase in the 1958 estimate over the original estimate were fully stated in House Document No. 300, 85th Congress, 2d Session.

In brief, they were:

1. The Nationwide traffic forecasts for 1975 which were made subsequent to the 1956 Act resulted in a need for more traffic lanes and other facilities than had been contemplated in the original estimate.

2. The 1956 Act changed the previous concept of the functions of the Interstate System, requiring that "local needs, to the extent practicable, suitable, and feasible" be given equal consideration with the needs of interstate commerce. This revised concept required more highway grade separations, interchanges, other structures, and frontage roads.

3. Miscellaneous items not included in the original estimate were calculated as part of the estimate presented in 1958. These were utility relocations, uniform signing of the Interstate System throughout the U. S. in accordance with modern freeway standards, lighting and delineation.

4. General highway construction costs of the Interstate System type rose twelve percent during the interval between the two estimates.

Both the 1955 and 1958 estimates contemplated the inclusion of certain toll roads and free roads in the Interstate System. However, no legislation has yet been enacted to provide for reimbursing the States for the cost of these highways.

As to the cost of relocating utilities, the \$1.5 billion figure used by the author is a guess. The 1958 estimate included \$400 million for this item for reimbursement under the laws then prevailing in the various States. Increased costs as a result of new laws enacted since that time have not been calculated but there is no evidence to conclude that the total would reach \$1.5 billion.

Page 46: "A new official figure is due in January 1961. Already many engineers and builders privately estimate that 50 billion dollars will not touch the total cost."

Fact: This is a gratuitous assumption. We have no reason to believe that the estimate to be submitted in 1961 will differ substantially from that presented in 1958.

Page 46: "The first trouble is that Uncle Sam is paying most of the bill, with little control written into the law. The Federal Government simply shovels out the money for the States to spend."

Fact: This implies that the Federal Government advances cash to the States. Actually, the procedure is one of reimbursement, after thorough audit by the Bureau of Public Roads and subject to check audits by the General Accounting Office, of expenditures made initially by the States. The reimbursement is limited to the Federal share of that portion of the disbursements which are found by Federal audit to have been proper and necessary. Any item not so approved is paid for by the State.

Laws, regulations and prescribed operating procedures which the States must follow in the construction of Interstate and other Federal-aid highway facilities provide for review and approval by the Federal Government at every stage of project advancement, and for a detailed audit of all costs prior to any final payment of Federal funds.

Page 46: "Federal engineers help draw a rough, over-all map of the System and set minimum--but not maximum--standards. From there on the States take over. They decide how much money they need, how much right of way to buy, where and at what price. They decide on the type of paving, how thick the surface shall be, on how much of what kind of base to pour it, and what types of bridges to build. They let their own contracts."

Facts: Inasmuch as the author fails to define what he means by standards, it is difficult to reply to the first part of his statement. Some standards are rigid, for example, those for design of highway bridges. The standards specify that bridges shall be designed to support a definite, prescribed loading--no more, no less.

There are many geometric features for which there are no maximum standards, and for good reason. It must be recognized that the standards must apply in all States to innumerable individual situations. It must also be recognized that there are vast differences in topography, in climatic conditions, in soil conditions, in land values and in traffic conditions throughout the Nation. It would not be feasible to include within the framework of a single set of standards a complete specification of every design detail applicable to every mile of the system. Such is not the purpose of highway design standards. Rather, the purpose of geometric standards is to delineate the basic principle to govern each of the various controlling features of the design and then, within these limits, require the design engineer to exercise the skills and knowledge of his profession in planning a facility that best satisfies the needs of traffic at lowest cost in each of the varying situations as they exist.

The State never "takes over." Every step in the construction program from the preparation of preliminary plans to inspection of the finished job is supervised and approved by the Bureau of Public Roads.

Each State draws up programs which it proposes to be built with Federal-aid funds based upon preliminary surveys and cost estimates. Since there is close contact between the Bureau's field offices and the State highway departments, most of the questions as to the selection of individual projects and their location, design and cost are settled in the early planning stage.

After Bureau of Public Roads approval, the State undertakes the preparation of detailed plans and specifications. It is at these stages, after the required public hearing and upon Bureau approval, that there is a complete meeting of minds between the Bureau and the State as to exactly what is to be built. The States then let the contracts by open competitive bidding under rigid Federal controls established by law.

Page 46: "Though Federal engineers are supposed to approve every yard of highway to make sure there has been no waste, the inspections are usually sketchy and infrequent."

Fact: Federal laws provide for the projects to be constructed under direct responsibility and supervision of the State highway departments but subject to inspection and approval by the Bureau. All Bureau inspections are thorough but their frequency depends largely on the conditions on each individual project. In general, inspections are made at least once a month when the construction is active. More frequent inspections are made as and when needed, particularly when there are special problems to consider.

If the Bureau were to try to verify from firsthand knowledge that every detail of the construction is performed in absolute conformity with the plans and specifications, it would be necessary to have Bureau inspectors constantly observing and making tests on every phase of the work on every project, at each source of materials, and at each testing site.

At any one time during the active construction season there have been since the highway program authorized by the 1956 Act reached the full construction stage, several thousand (as many as 10,000) Federal-aid highway construction contracts in active status. As several different kinds of construction operations and testing procedures would generally be under way simultaneously at a number of different locations for each contract, a corresponding number of inspectors would be required on each of the thousands of contracts. The total numbers of such inspectors needed would be enormous, probably requiring 5 or 6 times the present Bureau force. Furthermore, these efforts would duplicate those of the State engineers and inspectors on the same work, thus creating a situation both unsound from a management standpoint and unjustifiably wasteful of public funds.

Page 46-47: The article states that three expensive interchanges were built on a three-mile stretch of Interstate highway in a sparsely settled area in Nevada, and implies that under such circumstances there was no justification for this type of construction.

Facts: In evaluating this situation it must be realized that the Interstate highway under question was being constructed along the alignment of the old highway. Full engineering and economic study of alternate routings established that this location was the only practicable one. The access points in question were provided where previous access was provided to the old highway.

Where a freeway is located on existing alignment there is inherently involved the problem of handling access rights which have existed for the old highway. In gaining the economy of utilizing the existing location and in providing for the continued local service which the old highway rendered, the added problem of either providing frequent interchanges or constructing frontage roads is encountered if access is to be fully controlled, or direct access and crossings at grade must be permitted. All alternate methods of construction were considered in this case, and a decision was made to provide for interchanges as the most economical method.

The location of this Nevada highway is in rugged topography, where suitable vertical and horizontal alignment could be obtained without excessive construction costs only by following the course of the Truckee River. A railroad also parallels the river and highway through this section. With the river, the railroad and the highway occupying the extremely limited usable area in this river canyon, frontage roads that would have been needed to connect the local roads to a single interchange could not be built as economically as the structures mentioned in the article. One of the interchange structures cost \$62,500, another cost \$68,800, and the third, \$89,700, for a total of \$221,000. From this must be deducted costs for roadway items, ramps, surfacing, engineering, etc., which would have been required for any alternate acceptable design. The implied excess cost of \$358,000 therefore is misleading and inaccurate.

Page 47: The article alleges duplication of existing highways and says that the General Accounting Office, in a study of only 11 States, found 8 planning new highways "shoulder to shoulder" with existing toll roads.

Facts: The Department of Commerce has a fixed policy regarding approval of new free highway construction parallel to existing toll roads. It depends on two major considerations: First, whether the existing toll facility will be adequate to accommodate all of the traffic forecast for 1975, and second, whether construction of any needed additional free facility to accommodate the volume excess to the toll road will jeopardize the

financial structure of the existing toll facility. No facilities have been or will be built in duplication of a toll road or bridge which can accommodate the traffic need.

Pages 47-48 & 50-51: The author cites Omaha, Neb., Wilmington, Del., Macon, Ga., and Reno, Nevada, as examples of the "building of city roads at Uncle Sam's expense" and indicates that bypass routes should have been chosen.

Facts: This ignores two basic principles of highway location:
(1) Highways must be constructed where the traffic wants to go, and
(2) Long-range cost, including cost to the user, must be considered as well as initial cost.

Omaha - To the extent possible, consistent with present and future land uses, neighborhoods, physical barriers and comparative costs, the Omaha freeway locations were developed so as to serve the major desire lines of traffic. For cities the size of Omaha about 20 percent of approaching traffic is generally destined for the central business district, 70 percent is destined for other points within the city, and the remaining 10 percent is going to points beyond the city. The detailed studies made clear that Omaha will need a bypass route, but they also showed that there was a greater and earlier need for an internal freeway route.

To effectively serve the present and future traffic needs between Council Bluffs and Omaha the internal Interstate highway was located to skirt downtown Omaha and provide a needed additional river crossing. A bypass route would do almost nothing to relieve these major traffic bottlenecks within and between the two cities. Downtown interchanges being planned in Omaha (two) are very limited to minimize property acquisition.

Wilmington - The article says a "300-foot swath" will be cut through the city. In the downtown area the proposed design puts part of the line on viaduct, requiring right of way less than half that width. The bulk of the remainder is in a depressed section between Jackson and Adams Streets. Here the entire block is taken to permit retention of those two streets to serve as frontage roads and permit the construction of a facility which will be both functional and otherwise acceptable.

The article also points out that an alternate routing skirting the city could be built for \$17 million less. It is presumed that this refers to a bypass on the west side of the city since an eastern bypass is now in the planning stage. A study of traffic usage of the several routes shows that such a west bypass would serve only about one-third the number of users that can be served by the approved city line, and therefore it would do little to help the internal traffic situation in Wilmington.

Macon - Since the 1947 designation of the Interstate System, the Interstate highway between Atlanta, Georgia, and Lake City, Florida, was located to pass through the city of Macon, where it connected with another designated route running southeasterly to Savannah. In 1955, when additional urban area routes were considered on a Nationwide basis, the Georgia State Highway Department recommended the addition of a bypass on the west side of Macon for the north-south traffic. The Bureau approved this route.

The previous decisions on the Macon area routes were based on detailed studies of a major street and highway plan for the city developed in 1947, and a similar survey made in 1953-54. The routes were endorsed by the public officials of both Bibb County and the city of Macon. Six different locations were considered and the studies heretofore made showed that the ones selected would serve considerably more traffic than the alternates, with estimated annual vehicle operating cost savings of about \$3,000,000 calculated on a very conservative basis. This saving would be equal to the capital investment in about 14 years.

At hearings held by the State on February 17, 1960, objections were voiced on the internal routes. Accordingly, the State is now making further studies of alternate locations as to each of these routes. These route locations are mutually dependent, and the further studies are being undertaken to determine whether the present general locations are best designed to meet the Interstate needs and the overall solution to the transportation problem in the Macon area.

Certain preliminary engineering has been performed as to each of these routes in the vicinity of Macon but no right of way has been purchased under any of these projects and no work is in progress now.

Reno - Five alternate locations, for a route in the Reno area together with several variations, were studied by consultants and still another location was independently studied by the Bureau. Also, the matter was investigated and reported on by a Special Subcommittee of the House Committee on Government Operations. The subcommittee concluded after hearing testimony from State and Bureau officials as well as proponents of other routes that while the initial cost of the selected route is higher than the bypass route, initial cost alone is not the proper or decisive criterion.

It pointed out that selection of the route is a compromise that followed local opposition to all other downtown routes equally feasible from a cost and engineering standpoint. With regard to bypassing Reno, the subcommittee's report states that while the selection of a downtown location for an Interstate highway is admittedly an exception to the general rule of the desirability of a bypass route for communities of comparable size, the unique characteristics of Reno as a tourist attraction and stopping off place and the results of local traffic surveys make the selection of a downtown route a plausible one.

The article, in speaking of a \$23 million saving by bypassing the city to the north, has obviously considered only the initial costs and not the traffic to be served and the benefits to be afforded to the road users. The road-user benefits on the downtown route were reported as \$3 million annually while the bypass route benefits were \$405,000 annually.

Page 47: "Although only 12 percent of the Interstate network mileage is slated to go into or around cities, at least 45 percent of the network money is being spent on urban roads.... On some of them more dollars go for land than for construction."

Facts: This requires explanation. The first estimate of cost of completing the Interstate System, made in compliance with Section 108(d) of the 1956 Highway Act and submitted to the Congress in January 1958, indicated that 11 percent of the Interstate highway mileage was located in urban areas, and 42 percent of the total cost of the Interstate System reflected by this estimate would occur in urban areas. Studies, involving both costs and revenue, indicate the cost of highway construction in urban areas is in balance with the highway revenues produced for the Trust Fund in these same areas. As a matter of fact, all proposals since the Interstate program was first contemplated have indicated that about half of the cost would be in urban areas.

A review of the details of this same estimate (Section 108(d) Estimate), and the construction cost experience and right-of-way cost experience since the time the program was started, indicate that 28 percent of the total cost of the highway facility in urban areas is for the purchase of right of way. During the 3-1/2 year period on which construction cost experience is available under this program, construction cost in urban areas approximates \$1.6 million per mile, and the cost of right of way approximates \$0.7 million per mile or about 30 percent. It would be a rare case over a very short distance where right-of-way costs would exceed construction costs through the same area.

Pages 48-49: The author makes a number of allegations as to lack of coordination between the Departments of Commerce and Defense on the question of height of vertical clearance of structures over the Interstate System.

Facts: There has been continuous coordination between the Bureau of Public Roads and the Department of Defense, dating back to 1922, when the Bureau was just starting to approve routes on the Federal-aid System.

Through the years and especially during World War II, there was a coordinated effort to keep design limitations of military vehicles and minimum design standards of highways in balance.

After the War, in response to a request made by the Bureau of Public Roads, the Department of Defense advised on December 29, 1948, that the maximum height of general purpose and special equipment vehicles would not exceed 12.5 feet. This was confirmed on March 11, 1949, by the report from the Department of Defense to Congress on June 30, 1949, entitled "Highway Needs of the National Defense" (House Document No. 249, 81st Congress, 1st session).

During the period 1949 through 1957 cooperative liaison activities were continued concerning minimum highway standards and vehicle limitations, but no problems were identified with respect to vertical clearances. There was participation by the representatives of the Defense Department in adoption of the standards for the Interstate System.

On October 1, 1957, the Department of Defense, after receiving reports from the Department of the Army, Navy and Air Force advised Public Roads that the approved design standards for the Interstate System, including the minimum vertical clearance of 14 feet, were adequate for anticipated equipment and material of the Department of Defense agencies.

It should be pointed out that no one knew at that time how big missiles would be by 1975 and it is doubtful if anyone knows now. It was known that some defense items, including missiles, would not clear a 14-foot structure over the Interstate System. But the increased cost of the System by reason of the increased vertical clearance had to be considered in the light of the infrequency of such outsize movements.

Thus, under date of March 9, 1960, Mr. Perkins McGuire, Assistant Secretary of Defense, advised Senator Humphrey that as of October 1, 1957, "it was clearly understood by the military departments, the States and the Bureau of Public Roads that some of the military items of equipment exceed 14 feet when loaded on available highway vehicles. But no one believed there was sufficient justification to request changing the vertical clearance standard and increasing further the cost of the Interstate System."

Because of dramatic developments in space vehicles, the Department of Defense began another review of its requirements in March 1958. During the rest of 1958 the Department of Defense was studying the problem, and was furnished several estimates of the increase in cost to obtain specified vertical clearances on the Interstate System.

No decision has been made with respect to structures already built, but the availability of alternate routes will eliminate the need for altering many, perhaps the majority. If all existing structures authorized by Public Roads between July 1, 1956, and January 27, 1960, the date of approval of the 16-foot clearance, were reconstructed the cost would be \$176 million, not the \$730 million figure referred to in the article.

Page 49: With such haste, many items--and many dollars--get out of control. In New York, for example, the U. S. Comptroller General discovered that an estimate calling for 25 million dollars to buy up 35 miles of roadway had been decided on in less than a day.

Fact: On this point, the American Association of State Highway Officials replied as follows:

"Approximately 25 percent of this mileage was in an area where right-of-way appraisers were actually acquiring right of way for an Interstate route and they were thoroughly familiar with values. The remainder of the route was in open country consisting of large estates or farms where the right of way could be estimated in large blocks. The time involved is sufficient for a well informed rights-of-way team to make their appraisals. On another section of highway the route had been evaluated in detail in 1954. Our acquisition experience had indicated a general rise in values in that area during the intervening time, and the 1954 estimate was revised to reflect that increase."

Page 49: In Georgia, an estimate was overstated by \$19,700,000--the result of faulty arithmetic. In Ohio, an error of nine million dollars was made because of a typographical mistake.

Facts: These errors are made to appear as representing an improper use of public monies rather than being recognized for what they are; namely, a part of a preliminary engineering estimate of the cost of completing a national highway system. They are self-correcting in that there are several subsequent reestimates of the needs of the system such as the one now under way in accordance with the law. These estimates are not a precise accounting of costs as one would expect to find on a balance sheet, but are rather an advance forecast of costs based on preliminary plan data in order to provide an apportionment factor for distribution to the States on the basis of relative need of the funds necessary to complete the Interstate System simultaneously in all the States.

The effect of errors cited here would be a negligible change in the apportionment factors for Georgia and Ohio during the three-year period, fiscal years 1960, 1961 and 1962. Since the total estimate for Georgia was about \$776 million, and for Ohio about \$2,094 million, it can be seen that the effect of these errors in the States' apportionment factors would be small.

Page 49: The article refers to deficiencies in right-of-way acquisition procedures in Nevada, and cites as a typical example "Parcel No. 3, Project IN-001-1(14)."

Facts: The article did not bother to point out that in 1957 the State was advised by the Bureau that Federal reimbursement could not be made for costs on this parcel on the basis of documentation then available. Additional documentation was subsequently provided by the State and reimbursement for the Federal share was made in a reduced amount fully supported by appraisal reports.

The General Accounting Office report referred to in the article listed a number of criticisms of Nevada's land acquisition practices on the basis of actions dating back to 1956. Improvements have since been made by the State, and corrective actions have been taken where necessary so that the practices and procedures criticized in the report have since been eliminated in current operations.

Page 49: The article is critical of the "extravagant" use of private engineering consultants instead of State highway department employees for the design of highway facilities, and refers to "mismanagement" in this area.

Facts: Federal highway legislation requires that each State shall have a State highway department suitably equipped and organized to discharge the duties required by the law, and regulations issued by the Secretary of Commerce provide for the use of consulting engineers by the State highway departments. A strong and capable State highway department is necessary to a well-designed highway system, whether the design of individual projects is done by State forces or by consulting engineers. Many of the States have made use of consulting engineering firms to accomplish design, and such practice has been very beneficial.

The use of consulting engineers for specialized engineering design work has made available to highway departments experts in various phases of highway engineering, particularly in the design of urban facilities. It would have been impossible to obtain these otherwise, and even if possible, it would be an unwise expenditure to retain them constantly on the regular State rolls. Certainly the employment of consultants has served to expedite the progress of the Interstate program in many instances. As a matter of fact the accelerated program made possible by the Federal-Aid Highway Act of 1956 could hardly have gotten off the ground without them.

In initiating the Interstate highway program it was essential that prompt progress be made in the preparation of engineering plans so that lead time required for the orderly acquisition of right of way in advance of construction could be provided. The use of private engineering organizations to help the States build up this shelf of plans well ahead of their construction program resulted in more orderly and better right-of-way acquisition. The use of consulting engineers for some of the work gives the States greater flexibility; enables them to secure experts for specialized situations; brings outside thinking into solving problems; creates incentive for better production of the States' forces by providing a yardstick of accomplishment; and enables work to be accomplished that would be impossible otherwise. The objective has been to get the design work done as efficiently and effectively as possible.

The use of consultants to get the expanded highway program under way has benefited the States and the Nation. The States have been able to acquire rights of way several years earlier and consequently cheaper than would have been possible under their own design organizations. Also, the earlier completion of Interstate projects, with modern safety features, has resulted in tremendous savings in lives and in injury and property damage. Certainly these benefits exceed the monetary value of all the work discussed.

Payments for work done by consultants are made on several different bases including lump sum, cost per mile, or percentage of actual or estimated cost of construction for which plans, specifications and estimates are prepared. In all cases, the operating procedures prescribed protect the State and Federal Governments. Under these procedures there is no opportunity for consultants to enhance their fees through the expedient of extravagant designs. Plans developed by consultants must follow the same predetermined design standards as those developed by regular State highway department forces and must be reviewed and approved in the same manner.

Page 50: The author refers to an old Indiana right-of-way scandal in which officials of the Carpenter's Union were indicted on charges of conspiracy to defraud the State.

Facts: The article does not mention that Frank M. Chapman, the union official charged with making a quick profit of \$78,802.80 on the sale of property to the State of Indiana, has repaid \$78,416.29 to the State.

The article also fails to point out that not a cent of Federal funds was paid on the projects involved in this case, which dates back to July and August, 1956.

Page 50: The article refers to the recent Grand Jury action taken by the County Grand Jury in Tulsa, Oklahoma, against the construction contractor and includes reference to the Congressional probe of the inspection practices followed during the construction of the Tulsa Bypass. It states that evidence was turned up that the contractor, with the knowledge and assistance of the State highway engineer's inspectors, used substandard materials, falsified delivery weights and padded bills.

Facts: The investigations conducted by the Bureau and the House Special Highway Subcommittee did disclose evidence of poor State procedures and laxity on the part of State inspectors during the construction of the project. However, there have been no charges of conspiracy made between the contractor and State employees as the article tends to convey.

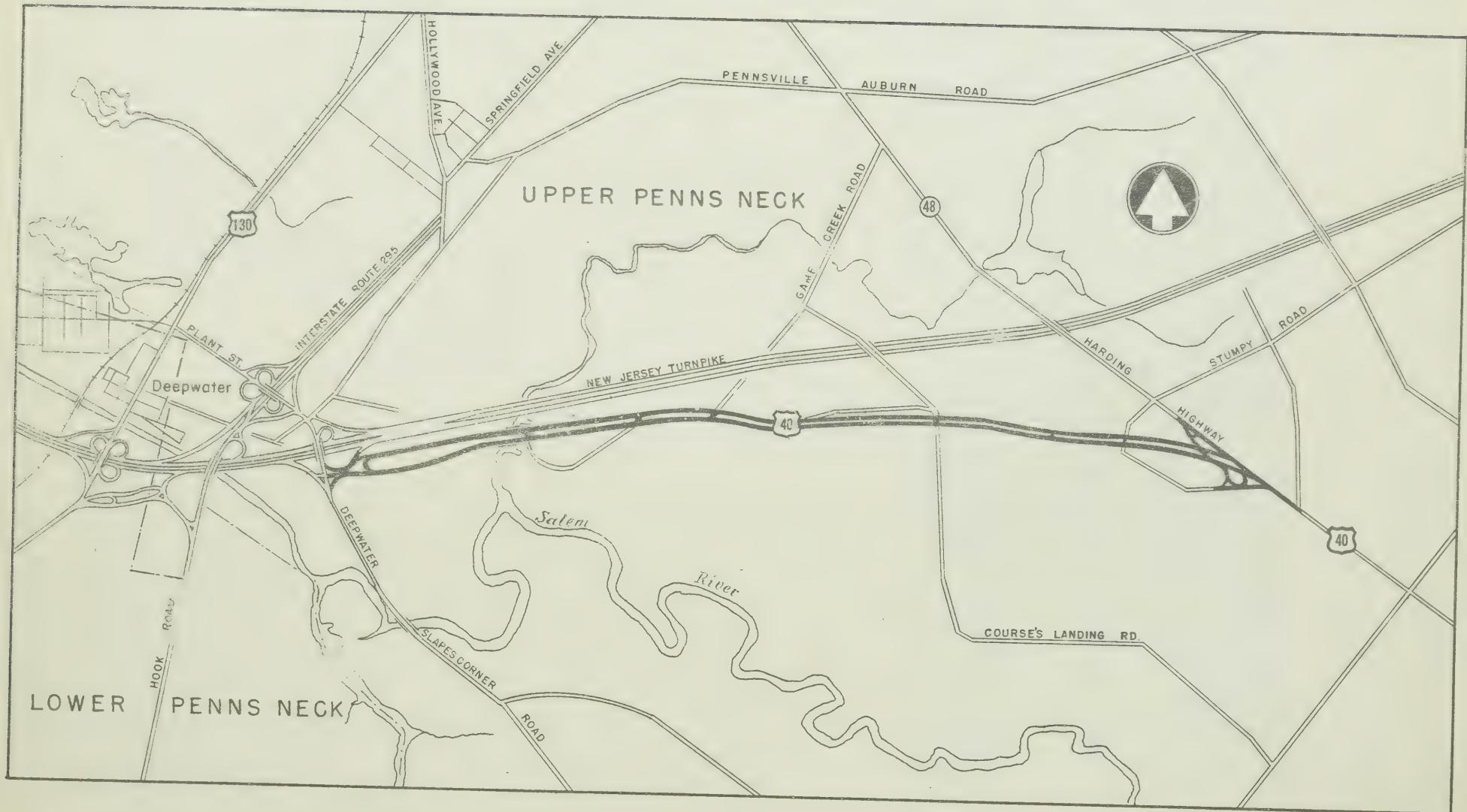
As a result of the testimony in this case the Bureau Instituted new procedures providing, among other things, for random "surprise" road samples to be taken from completed highways and tested by the States' central testing laboratory with the Bureau's engineers given the opportunity to observe the tests.

The article cites the figure of \$524,000 as the estimate of overpayment made to the contractor. This is the figure which was presented by the Curry Engineering Company which performed the material tests for the Tulsa county attorney and presented at the Congressional hearing. The Bureau and the State are still conducting an examination of the highway and available records to determine the actual amount of the deficiency. The Bureau also notified the State of Oklahoma that Federal payments to the State would be withheld in the amount of the proved deficiency.

While the article states the highway, although completed in 1958, is already starting to crack up in places, a very critical engineering examination of the main line of the highway revealed that there was no evidence of any marked distress in excess of that found on similar projects. It was noted, however, that on some sections of the service roads there was evidence of surface deterioration and cracking up.

Page 51: "Let every citizen who has specific evidence of tax dollars going down the highway programs' multibillion dollar rathole report that evidence to Congressman John A. Hlatnik now!"

By all means let him report any such evidence to Representative Hlatnik. Let him also report it to the appropriate State highway department. Let him also report it to the Bureau of Public Roads, U. S. Department of Commerce and to the Federal Bureau of Investigation, U. S. Department of Justice.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

ROUTE U. S. 40 - BIDS
Slapes Corner - Route 48
Salem County

Trenton, August 4 - A \$1,196,066.62 bid by S. J. Groves & Sons, Woodbridge, was the lowest of five received by the New Jersey State Highway Department today on a contract for dualizing four miles of Route U.S. 40 in Upper Penns Neck Township, Salem County.

The proposed construction area will extend from the Route 40 intersection with the Slapes Corner-Deepwater Road, just south of the New Jersey Turnpike entrance, easterly to a junction with Route 48 near Quillytown Road.

State Highway Department plans call for twin 24-foot wide roadways divided by a center island averaging 60 feet wide and flanked by 10-foot wide outer shoulders throughout the entire distance.

A Highway Department spokesman said a 4-foot wide strip of the center island immediately adjacent to each roadway will be hard-surfaced as an extra safety feature to provide additional improved surface width for drivers who might veer into the center island area when passing other vehicles.

Along most of the distance the alignment will follow the path of existing two-lane Route 40, but curves will be eased to bring the highway up to modern design standards.

Through the most easterly section of the project, a 4,300 foot stretch between the Deepwater-Slates Corner Road and Wiley Road, the center island will be extended to as wide as 400 feet in order to preserve existing business establishments and homes bordering the present highway.

Within this area existing Route 40 will be widened and resurfaced to serve future westbound traffic and a completely new roadway built south of the present one.

(more)

1960

ROUTE U.S. 40 - BIDS

Slapes Corner - Route 48

Salem County

The new roadway will span Game Creek on a new bridge to be located about 150 feet south of the existing bridge.

From Wiley Road easterly the normal center island width will prevail, with provisions made in the plans for the planting of shrubs and small trees at some locations. The eastbound roadway throughout the project will be completely new construction, but the westbound roadway will utilize portions of the existing highway.

Intersections and turnaround provisions will be made at Wiley Road's two junctions with the highway, at Game Creek Road, Courses Landing Road and Stumpy Road. At each end of the project channelized traffic signal controlled intersections will be constructed. Traffic signals will also control all but the Game Creek Road intersection and an intermediate turn-around to be located about one mile west of Stumpy Road.

Other bidders on the contract were: Gaskill Construction Co., Riverside, \$1,742,742.42; Public Constructors, Inc., Blackwood, \$1,814,177.34; F. A. Canuso & Sons, Philadelphia, \$1,944,692.95; Brann & Stuart Co., Trenton, \$1,964,109.33.

A total of 225 working days have been allocated for completion of the project. The work will get underway after all bids are reviewed by State Highway Department and Federal Bureau of Public Roads engineers and the contract is executed, usually a 3-week period.

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IMMEDIATE RELEASE

1960

ROUTE U.S. 202 ~ BIDS
HUNTERDON & SOMERSET
COUNTIES

Trenton, August 4 - The Riverside Landscape Corporation, of Teaneck, was low bidder today on a State Highway Department contract for planting shrubbery at selected locations on recently dualized Route U.S. 202 in Hunterdon and Somerset Counties. The firm's bid was \$14,841.30.

According to a Department spokesman, the planting is aimed at cutting headlight glare from opposing directions of traffic.

More than 7 miles of the route between the Flemington and Somerville traffic circles (a total distance of 13 miles) were dualized by the State Highway Department in four contracts that totaled over \$2.8 million during the past two years.

Dualization of the remaining 5.7 miles is now underway at a cost of \$2 million.

The center island planting, consisting of shrubbery high enough to cut headlight glare but not completely screen the opposing roadway, will be within the 7-mile completed section.

Other bidders on the contract were: Clayton Landscape Service, Metuchen, \$15,979.25; Howe Nurseries, Pennington, \$25,622.50; Mercer Contracting Co. of Trenton, Inc., \$26,669.75

All bids on the 100 per cent state financed project will be reviewed by Department engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1960
ROUTE 23 - BIDS
RESURFACING

Trenton, July 28 - The Union Building and Construction Corp., of Passaic, submitted the lowest of five competitive bids received by the New Jersey State Highway Department today for resurfacing a 5-mile section of N.J. Route 23 in Passaic and Essex Counties.

Portions of the work area lie within Wayne Township, Cedar Grove, Little Falls and Verona.

The Passaic firm's bid was \$295,445.69. Other bids submitted were: Tri County Asphalt Corp., Roseland, \$298,554.93; Samuel Braen & Sons, Hawthorne, \$307,489.86; P. Michelotti & Sons, Saddle Brook, \$411,146.15; V. Ottilio & Sons, Paterson, \$411,927.85.

All bids will be reviewed by State Highway Department engineers before the contract is awarded.

The existing 40-foot wide concrete pavement will be covered with a 3-inch layer of bituminous concrete from Wayne Township southerly to Claremont Avenue, Verona.

The resurfacing will extend from curb to curb throughout the 5-mile stretch and in some locations new roadway base will be constructed in existing three and five-foot wide shoulder areas before the new surface is placed.

Plans for the project call for the construction of over 3.5 miles of new concrete curbs and several intersections will be modified to permit easier and safer turning movements. Some new storm drainage facilities will be installed.

Highway traffic will be carried through the work area during the entire 70 working day period that is estimated will be necessary to complete the 100 per cent State financed project.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

PHILLIPSBURG-BELVIDERE ROAD - BIDS
Warren County.

Trenton, July 21.- A bid of \$208,060.70 made by P. Michelotti & Sons, of Saddle Brook, was the lowest of four received by the New Jersey State Highway Department today on a contract for reconstructing 4.5 miles of the Phillipsburg-Belvidere Road in White and Harmony Townships, Warren County.

The offer was more than \$8,000 less than the sole bid received by the State Highway Department at a June 8 bid session. The project was re-advertised for bids at that time because the only bid received exceeded the engineer's estimate of the proposed work's cost.

Other bidders on the contract today were: Verona Construction Co., Verona, \$209,708.30; Warren Paving Co., Stewartsville, \$213,745.18; McConachy Construction Co., Blairstown, \$219,432.85.

The project, which calls for widening the existing 20 foot pavement to 22 and 2½ feet and adding hard-surfaced shoulders of 5-foot minimum width along the edges, will extend from Bridgeville Road southerly to a point about half a mile north of Hutchinson Road.

It will complete modernization of this Warren County Road. A contract for reconstruction of the 2.4 mile section extending from the southern end of today's project to the Harmony-Lopatcong Township line is now underway.

The existing reinforced concrete pavement will remain as a base while widened portions will be built on an eight inch gravel base course. The entire roadway will be surfaced with two and one half inches of bituminous concrete. The shoulders will consist of one and one-half inches of bituminous concrete over a gravel base in some areas, and in others, bituminous surface treated material over a similar base.

(more)

1960
PHILLIPSBURG-BELVIDERE ROAD - BIDS
Warren County.

The proposed project comes under the Federal Government's program for aid to secondary roads with Warren County and the Federal Bureau of Public Roads sharing costs on a 50-50 basis. The State Highway Department acts in an advisory capacity, reviewing plans and specifications, taking bids, awarding the contract, and inspecting the work in progress.

Today's bids will be reviewed by State Highway Department and Warren County road officials before decision on awarding the contract is reached.

Specifications for the project call for its completion within 100 working days after the contract is fully executed. Working days will not be counted between December 15, 1960, and April 1, 1961. During the entire period that work is underway the contractor will be required to maintain traffic throughout the project on at least two roadway lanes.

Special signs and safety devices are to be installed and maintained within and adjacent to the project for the safety of motorists.

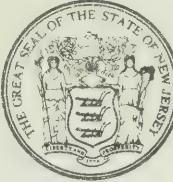
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IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 80 - BIDS
MORRIS COUNTY

Trenton, July 21 - The Franklin Contracting Co., of Little Falls, submitted the lowest of 12 competitive bids received today by the New Jersey State Highway Department on a contract for grading, paving and bridge construction within an additional one-mile section of Interstate 80 in Denville, Morris County.

The firm's bid was \$1,578,834.20. All bids received today will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

Immediate aim of the proposed construction is to extend the freeway's eastbound roadway completely through Denville to a new merging point with eastbound Route U.S. 46 about 1,200 feet east of that highway's busy interchange with N.J. Route 53 (Main Street).

The easterly terminus of the 5-mile Route 80 Freeway section in Morris County that was opened to public use last fall is at Denville. There both roadways connect with Route U.S. 46 west of the Route 46-53 interchange.

According to a Highway Department spokesman the extension will permit eastbound freeway drivers to join Route 46 east of the more heavily built-up section of Denville and also ease the traffic load of the present Route 46-53 interchange.

Paving the freeway's proposed 37-foot wide (3-lane) bituminous concrete eastbound roadway easterly from its present Route 46 connection to a new Route 53 overpass bridge, and building a two-lane temporary connecting ramp from the Route 53 bridge to the new merge point with Route 46, will constitute a major portion of the 180 working day construction period.

(more)

1960

INTERSTATE ROUTE 80 - BIDS
MORRIS COUNTY

Although paving of the freeway's westbound roadway within the project's limits will await future Route 80 construction contracts to the east, the proposed project will include full width grading and installation of all storm drainage for both roadways within the 1-mile stretch.

Another major portion of the proposed project will be the construction of four bridges. The largest bridge, 150 feet wide and 85 feet long, will carry both freeway roadways over N.J. Route 53. Another bridge, 165 feet wide and 70 feet long, will carry the freeway over Franklin Road.

Two smaller bridges will span Den Brook at two separate locations.

All roadway construction will be carried out within the freeway's 250-foot normal right of way width except that within a 500-foot stretch of Route 53, between Railroad Avenue and the Route 46-53 connecting ramps, the State highway will be improved.

Through this area, which includes its passage under the freeway, the 40-foot wide highway will be dualized. Each of the new dual roadways will be 26-feet wide, separated by a 4-foot wide and 10-inch high concrete center island.

The dualization will be accomplished by adding a variable width of new base to the easterly side of the present pavement. The new separator will be dowelled to the existing pavement and both existing pavement and new base will be surfaced with bituminous concrete.

Existing curbs and sidewalks along the west side of the highway will remain, but new curbs and sidewalks will be constructed along the highway's new easterly limit.

Other bidders on the project were: Grow Construction Co., New York City, \$1,777,777.77; Samuel Braen's Sons (Hawthorne Division) Hawthorne \$1,819,012.33; George M. Brewster & Son, Bogota, \$1,860,381.08; S.J. Groves & Sons, Woodbridge, \$1,885,168.40; Gaskill Construction Co., Riverside, \$1,619,161.91; P.T. & L. (more)

1960
INTERSTATE ROUTE 80 - BIDS
MORRIS COUNTY

Construction Co., Paramus, \$1,763,281.47; L. Zimmerman & Sons, Hillside, \$1,821,715.19; Peter W. Kero, Inc., Carlstadt, 1,870,707.73; Public Constructors, Inc., Blackwood, \$1,719,541.37; J. F. Chapman & Son, Hillside, \$1,838,643.84; The Conduit & Foundation Corp., Philadelphia, \$1,820,071.64.

The five-mile \$9 million section of 6-lane Interstate Route 80 now open in this area permits Route 46 and 53 motorists headed for national defense installations, nearby industries and up-state lake resorts to skirt a major portion of Denville and all of Dover, long the scene of serious traffic congestion during peak traffic periods. This section's westerly connection is with Route 15.

Additional Interstate Route 80 construction now underway in this area will extend the Freeway west by another 5.5 miles to a connection with Route U.S. 46 east of Netcong at a cost of about \$10 million. This construction will permit through Route 46 traffic to completely bypass the Dover area.

The Route 80 Freeway is a vital link in the 41,000 mile National System of Interstate and Defense Highways that upon completion will connect 90 per cent of all cities in the United States with populations of more than 50,000.

Route 80 will be continuous from Teaneck, N.J., where it connects with Interstate Route 95 and the George Washington Bridge, to San Francisco, California. The New Jersey section of the route will be approximately 68 miles long and its construction, 90 per cent of which will be paid by the Federal Government, has been estimated at \$291 million.

Other New Jersey Highway Department Route 80 construction now underway includes a multi-lane bridge over the Passaic River between Paterson, Passaic County, and East Paterson, Bergen County.

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IMMEDIATE RELEASE

1960

INT. ROUTES 78-80 BIDS
Roadside Delineators.

Trenton, July 21 - The lowest of two bids received by the New Jersey State Highway Department today for the installation of reflective roadside delineators along 14 miles of Interstate Routes 78 and 80 totaled \$7,894.15 and was submitted by Whitmyer Bros., of Hammonton.

The only other bid received on the project was submitted by the Counties Contracting & Construction Co., of Philadelphia. It totaled \$14,136.12. Both bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

More than 1,600 of the white and amber reflectors are to be installed on 4-foot high steel posts as an extra safety measure that is in addition to the standard road-edge warning provided by the Highway Department in striping the outer edges of roadways with reflective white painted lines.

Portions of Interstate Route 78 included in the proposed contract include the 4-mile section between Still Valley and Bloomsbury, in Warren and Hunterdon Counties, and the 2-mile section at Clinton, Hunterdon County. Both freeway sections are in use.

The Route 80 section included in the contract extends 8 miles westerly from Denville to Mt. Arlington, both in Morris County. Half of this distance from Denville to a connection with Route 15, has been open to traffic use since last fall.

The contractor will be permitted to install either of two alternate types of delineators. One design calls for a 4-inch wide and 5-inch high rectangular plastic reflector. The other is a round plastic reflector 3 inches in diameter.

(more)

1960
INT. ROUTES 78-80 BIDS
Roadside Delineators

Along straightaways the delineator posts will be spaced 200 feet apart, with a single white reflector fixed on each post. On acceleration and deceleration lanes approaching and leaving ramps, the posts will be 100 feet apart and carry two amber reflectors. Along ramp edges double amber reflectors will be mounted on posts spaced 50 feet apart.

The end of each acceleration lane will be marked by triple red reflectors on the steel post mounting.

Posts will be set two feet back of curbs and four feet back of the shoulder edge where no curbs exist. On bridges the delineators will be mounted atop the bridge railing.

Installation of all reflectors is to be completed within 15 working days after the contract is executed.

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IMMEDIATE RELEASE



1960
ROUTE 440 - BIDS
HUDSON COUNTY

Trenton, July 21 - The New Jersey Asphalt and Paving Co., of Jersey City, with an offer of \$299,989.49, submitted the lowest of three competitive bids received by the New Jersey State Highway Department today for widening and resurfacing a 1.3 mile stretch of Route 440 in Jersey City, Hudson County.

Other bidders on the project were: C.F. Malanka & Sons, Union City, \$317,086.55; George M. Brewster & Sons, Bogota, \$321,198.15.

All bids will be reviewed by State Highway Department engineers before the contract is awarded.

The 100 per cent state financed project will consist of widening each of the dual highway's 22-foot wide roadways to 24 feet between Clendenny and Danforth Avenues.

In addition, 10-foot wide hard-surfaced shoulders will be built along the outer edge of each roadway. A 3-foot wide strip of the center island immediately adjacent to each roadway will also be hard-surfaced as an added safety feature.

The existing main pavement of each roadway will remain in place with new base added to bring each to the proposed 24-foot width. The new base and existing pavement will then be topped with a variable thickness of bituminous concrete. The new shoulders will also be surfaced with 2 inches of bituminous concrete.

Also planned as part of the improvement is an extension of the left turn slot for northbound Route 440 traffic headed for the westbound U.S. 1 truck route. The present slot extends south of Clendenny Avenue. It will be extended southerly another 300 feet.

The project will also include the construction of new storm drainage and new curbing at many locations throughout the 1.3 mile improvement. All work is to be completed within 70 working days after execution of the contract.

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IMMEDIATE RELEASE



1960

ROUTE U.S. 322 - ADV.

Black Horse Pike - Atlantic Co.

Trenton, July 21 - The New Jersey State Highway Department will receive sealed competitive bids August 11 on a contract for widening an additional 4.7 miles of Route U.S. 322, the Black Horse Pike, in Atlantic County.

The proposed construction, which will convert the existing 30-foot wide (3 lane) roadway to 56 feet in width (four lanes), is to be continuous between Weymouth Road in Hamilton Township, and the highway's junction with County Route 561 (Blue Anchor Road) and Eighth Street in Folsom.

Similar projects, one completed and the other set for completion within a few weeks, have resulted in widening 5 miles of the key route east of Weymouth Road at a cost of approximately \$2 million.

Plans for the new widening section call for additional highway base to be placed along each side of the present pavement. The new base and existing concrete roadway will then be surfaced with bituminous concrete.

New hard surfaced shoulders, 10 feet wide, will flank the widened roadway and additional storm drain facilities are planned throughout the 4.7 mile stretch.

Each of the two principal intersections within the project limits, Eighth Street in Folsom and Malaga Road in Hamilton Township will be completely reconstructed and modernized. A pair of jughandles will be constructed at each location as will additional turning ramps. Each intersection will be traffic signal controlled as an added safety feature.

Also planned is replacement of a small bridge over a branch of the Great Egg Harbor River. This structure is designed to facilitate easing a highway curve and raise the elevation of the highway at that location.

(more)

1960
ROUTE U.S. 322 - ADV.
Black Horse Pike, Atlantic Co.

A public hearing on the proposed work was held last April at the Folsom Borough Hall.

State Highway Department specifications for the project allow 150 working days for its completion and require that traffic be maintained on the full width of existing pavement, or combined new and old pavement, at all times and locations except that the contractor may occupy one lane of existing pavement immediately adjacent to his actual work operations between 8:30 a.m. and 4:30 p.m., on weekdays.

In order that heavy weekend traffic can move freely the contractor will be required to schedule his operations so that all of the existing roadway is available to public traffic use from noon each Friday until noon each Monday. A similar requirement will be in force from noon of the day preceding a legal holiday until noon of the day following the holiday.

Throughout the entire construction period the safety of motorists is assured by the erection of advance warning signs, flares, traffic cones and barricades.

Cost of the project will be shared equally by the State Highway Department and the U. S. Bureau of Public Roads. It is part of the Highway Department's overall plan for improving the 25 miles of the heavily traveled shore highway between McKee City, in Atlantic County, and Williamstown in Gloucester County.

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IMMEDIATE RELEASE



1960

MT. HOLLY-BURLINGTON RD.-BIDS
BURLINGTON COUNTY

Trenton, July 13 - The South Jersey Construction Co., of Riverside, submitted the lowest of 13 competitive bids received today by the New Jersey State Highway Department on a contract for resurfacing and widening a 5-mile section of the Mt. Holly-Burlington Road in Burlington County.

The firm's bid on the improvement project, which will extend through portions of Mt. Holly, Westampton and Burlington Townships, was \$537,999.25.

Project limits will be Front Street in Mt. Holly and Fountain Avenue, Springside. The existing 20-foot wide county highway (Route 541) is part of the Federal secondary highway system. Cost of the project will be shared equally by the Federal Bureau of Public Roads and Burlington County.

The State Highway Department acts for the federal agency in reviewing and approving plans and specifications, receiving bids and awarding the contract, and inspecting the work during the construction period.

All bids will be reviewed by State and County highway engineers before the contract is awarded.

Project plans call for adding a 13-foot wide strip of 6-inch thick bituminous base course at each edge of the present roadway. The entire 46-foot roadway width will then be surfaced with a 2-inch thick layer of bituminous concrete.

New 6-foot wide gravel shoulders and storm drains will be constructed throughout the greater portion of the 5-mile stretch. New curbs and sidewalk are to be built along 2,000 feet of the project in Springside, ending at Fountain Avenue.

(more)

1960MT. HOLLY-BURLINGTON RD. - BIDS
BURLINGTON COUNTY

In order to provide greater safety and ease in traffic movements at the Route 541-Woodlane Road intersection in Westampton Township, a single jughandle will be constructed on the northeasterly corner. It will permit southbound Route 541 traffic to make turns into Woodlane Road from outside the limits of the county road.

The contractor will be required to carry two lanes of traffic through the project, one lane in each direction, during the entire 180 working day period of the contract except that the engineer may approve the alternate use of a single lane by each direction of traffic for limited distances in the immediate area of construction activities.

Other bidders on the project were: Meredith Paving Corp., Riverton, \$552,158.21; Barrett Paving Co., Trenton, \$558,363.00; Joseph Lafferty & Sons, Medford, \$574,875.51; Union Paving Co., Wynnewood, Pa., \$584,150.32; Bancheri Construction Co., Hammonton, \$604,398.19; Edward H. Ellis & Sons, Merchantville, \$605,749.89; Kingston Bituminous Corp., Kingston, \$639,265.45; J. Vinch & Sons, Trenton, \$639,847.21; Glasgow Inc., Glenside, Pa., \$697,197.25; Franklin Construction Co., Little Falls, \$711,652.70; Albert E. Barrett, Trenton, \$716,329.94; Hess Brothers, Inc., Parlin, \$749,466.05.

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